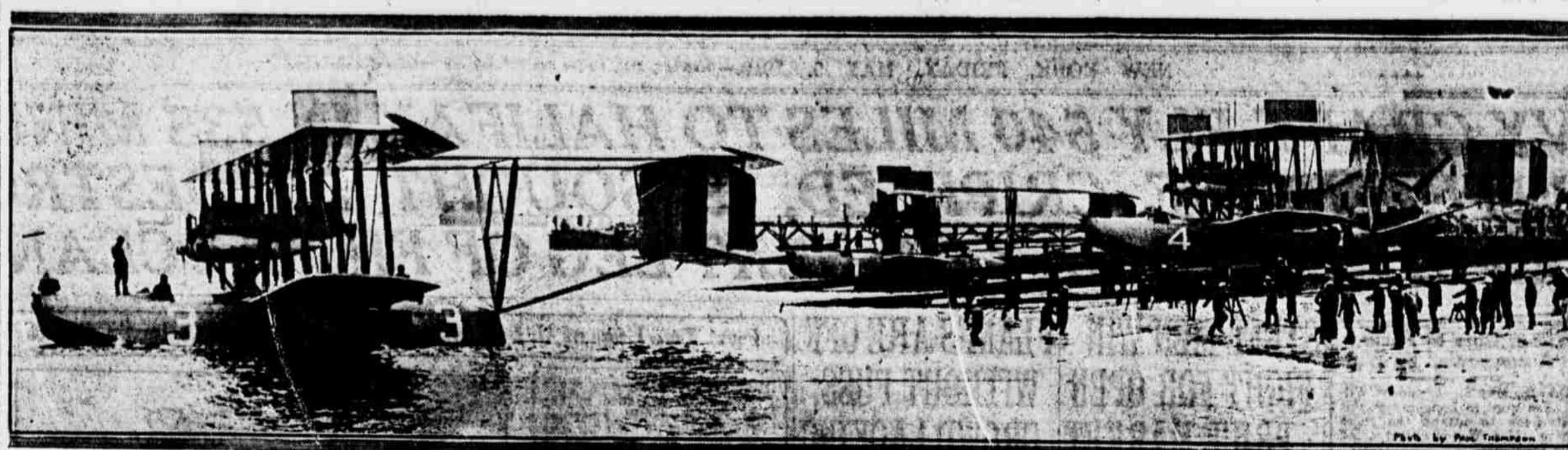


## Three United States Navy Seaplanes at Rockaway Station Starting on the First Leg of the Transatlantic Flight



## PLANES ARE OFF WITHOUT ANY FUSS

Continued from First Page

run most easily and most economically during the entire flight of 3,325 sea miles, or 4,614 statute miles.

The commander read to them an order from Washington concerning the action of the three planes in the event of trouble, a contingency which they all knew was practically certain on so long a trip, but which they hoped to surmount as the burning of the wings of the NC-1, and the many other difficulties had been overcome.

"In case a plane is forced to land," the order stated, "the others will hover near until they ascertain the extent of its difficulty. In case the flagship (the NC-3) is forced to come down, the other two will await orders until they learn which plane is designated by the commander to become a substitute flagship. Take him aboard and proceed onward."

At 8:15 came the radio reports for which Commander Towers had been waiting and praying. They indicated that the wind would be against him part of the way, but that there was a chance that this might be overcome by favoring winds toward the end of the trip. His decision was instantaneous. An almost audible sigh of relief went up from the eighteen other voyagers when they realized that at last they could substitute action for waiting.

At 8:30 Commander Towers appeared in his leather flying top for the first time since he arrived at the station. His time had been occupied with innumerable details, any one of which might mean failure if slighted, so he has left the last flights to the pilots and two other commanding officers. His gear was precisely like that of the other officers and enlisted men, except that he had the other commanding officers, had in addition to telephone wires, a connection with the radio telephone, fitted to the ear lugs of his huge helmet.

**Wireless Phones for Officers.**

It is this possible for Commander Towers or for the other navigating officer to talk directly to the destroyer, land station or the commander of another plane, as well as to join in the conversation conducted by microphone with the crew of the other planes. The microphone, or loud speaking phone, connects all in the forty-five foot hull together.

After dark work on the part of the Navy Department at Washington and on the part of every officer and man connected with this attempt will make it go it will go. The first of the planes, a prediction stronger than that for I have been connected with aviation too long. This trip is not a stunt or an exploit, it is a mission, and it is simply an effort on the part of the Navy to develop aviation.

Commander Towers's decision sent some of the voyagers surmising to get their crew of the four, which had been out during the morning, the NC-4's four engines were started and for ten minutes the clamor of her motors filled the air. Held down on her carriage by her lowered elevator, her propellers sent swirls of this black smoke across the concrete platforms in front of the hangar.

After standing by with fire extinguishers high above the hull of the boat on top of the engines, Lieut. J. L. Brees, Jr., and Chief Machinist's Mate E. R. Rhodes squinted through the hatch under the propeller, which on Wednesday cut off the hand of Chief Special Mechanic E. H. Howard, and took their places in the rear cockpit, where they shared with Ensign H. C. Rodd, the radio operator. Brees calmly took his seat on the cover of the hatch, his head and shoulders within a foot of the whirling propeller, while his companion dived below to adjust his helmet.

**Good Luck Tokens Taken Along.**

The only event which could possibly be an omen, as a ceremony was the handing of four leaf clovers to the fifteen men who started on the trip by Capt. Noble Irwin, head of the naval aviation division, who, with his two daughters, came on to see the planes. The good luck tokens were picked by one of the girls, Miss Phyllis Irwin.

Although Commander Towers had

said some days before that good luck tokens would not be carried on the trip, save as part of the precious few pounds of personal effects, he carefully stowed his away in his pocket and the other members of the crew also handled the clover with the respect due from a man risking the perils of sea and of air at the same time.

After a ten minute spin the motors of the NC-4 relaxed into silence, and the NC-3, which Commander Towers had boarded, took up the roar. Then at 10 o'clock drew near the other power plants again went into action and the volume of sound was so great as to be almost unbearable. The noise made by the twelve Liberty motors filled the ears of the spectators as the thunderous low notes of a dozen organs might have done. Then the NC-3's engine rose to a climactic tumult, her engineer, in response to an order from Towers, waved imperatively to the beach crew straining on the ropes holding her back, and the NC-3 glided away from shore with a ruffle of white waves appearing and growing more frothy as the hull hissed more and more rapidly from the water. A cheer rose from the spectators on shore—a full sized American cheer at first, which dwindled into almost immediate stillness when its faint sound was contrasted to the thunder of the engines.

NC-4 next slid down the ways into the water and followed the flagship at an interval of precisely one minute. After a similar interval the NC-1, after the NC-3 plane, and the only one which had made a trip of any length—to Hampton Roads and back—away from land. Wheeling at high speed on the waters of Jamaica Bay, she took off in fifty seconds and the three huge craft would surely run into one another.

But suddenly, perhaps in response to a radio order by Commander Towers, the other two seaplanes slowed down and the NC-3 alone shot down the bay heading for the open sea. As she gathered speed her hull and the water ahead of her into a frothy white spray, half air, half water. For almost a mile she skimmed along, and then suddenly, seconds after she had sped up on the straightaway dash, the spray died away and a thin dividing line appeared between her hull and the bay.

Instantly the NC-4 was off on the same course, her bow plunging and then skimming over the waves. She too took off in fifty seconds and the NC-1, following at an exactly similar interval, got off the water in fifty-four seconds. Straight to the sea the air-craft sped, and the three planes turned at the western end of Rockaway Point they had faded into the dull, gray mists about the horizon. Only their motors could be heard humming among the clouds.

A fast P-5-L seaplane followed its larger sisters into obscurity. But the station was to have another glimpse of the seaplanes, for when they rounded the point and sailed back eastward, at sea they could be plainly seen for a time against the lighter clouds. The sun glinted through the thin mists for a few minutes, but long before the thunderous chorus of the 4,800 horsepower engines died away the planes again were lost in the vapors.

To the Fire Island beach, the P-5-L, piloted by Gunner C. D. Griffin, with Ensign J. R. Biggs and several photographers aboard, escorted the three NC boats, which had immediately struck their 63 knot (75 mile) gait. The planes had spread out, seeking the most favorable altitude and distance from shore for the flight. The NC-1 flew parallel to the coast twenty miles from shore at an altitude of 600 feet, while the NC-4 sailed along ten miles from shore and twice the altitude of the NC-1. The flagship struck a medium distance from shore, fifteen miles, but rose to 1,800 feet at Fire Island Light seeking for favorable winds. Despite the ten mile between Lieutenant-Commander Bellinger, in the old NC-1 and Lieutenant-Commander Read in the NC-4 they could speak to each other at any time simply by throwing a switch.

**Groomed for Long Journey.**

At Fire Island the P-5-L turned back after waving farewell and receiving semaphore answer from Commander Towers. At that time the engines were

still in full cry, their rhythmic roar indicating that they were warming up to their work without developing any of those defects which are most apt to appear in the first hour or two of flying.

The flight began at the end of a night spin—as all the nights of the present week have been spent at Rockaway—in going over the planes with the most scrupulous care. Every part of plane and engine was inspected, and right up to the time of the trial flight of the NC-3 at 7:30 in the morning she was being groomed for the long journey. While she was soaring through the air in a flight of seventy minutes, Lieut. Commander Bellinger was busy correcting the compass by which he was to navigate the NC-1, for any deviation caused by the engines or metal work of the plane to do this. When his plane was lined up on the concrete platform on the marking indicating magnetic north, while Commander Bellinger studied the positions of the compass needle.

When the NC ships start for the Azores after their arrival at Newfoundland to-morrow night—for the program calls for the Halifax-Newfoundland "hop" to-day—they will be shooting at a very small mark. Travelling at four or five times the rate of the fast ship, any mistakes made in navigation will take a plane far out of line of the islands. For this reason not only the compass and sextant are relied upon for bearings, but also the wireless direction finder, which can locate exactly the direction of any land station. Knowing the bearings of two or more land stations the position of the ship over the ocean can be determined.

Following the correction of the compass of the NC-1 Commander Bellinger took her aloft for a twenty-five minute flight, during which he tested out the instruments, and then he tested out the three huge craft would surely run into one another.

Long before the flight was determined by the system of private ownership and Government and State regulation in effect before the war, Mr. Hines said, there were a number of fundamental defects in the persons who were appointed to carry out the regulations. He expressed the opinion that no group of men could be expected to carry out the form of regulation which existed at that time.

It is difficult to put in the order of importance these things that are regarded as the fundamental evils, but certainly one of the most serious was the fact that we had in this country about 100,000 miles of railroad track, more than \$1,000,000,000 worth of property, and several hundred railroads whose operating revenues were less, and yet every one of those several hundred railroads was of importance to some part of the public and all those railroads ought to have been in such a situation that they could render an adequate public service.

Among these several hundred railroads there was every degree of prosperity and every degree of adversity. Nothing that was done could fail to do more than was needed for the companies and far less than was needed for others. Rates had to be practically uniform for all; wages, largely to be on the same basis for all; and yet there were these hopeless degrees of adversity that complicated every effort to deal with any public problem. No rates could be fixed which were satisfactory to all. No wages could be fixed which represented a living basis for all.

Whenever a wage problem or a rate problem or any other public problem came up there was this insuperable obstacle in the way of a satisfactory solution: that some companies would prosper unduly on the results by the regulation and others probably would be driven to financial destruction. In my opinion, no regulation in this country can possibly succeed which hampers itself with that vast number of different railroad companies, with that endless diversity of prosperity and adversity. So

## HINES ADVOCATES GIVING UP ROADS

Says They Should Be Surrendered at Earliest Possible Moment.

Return of the railroads of the country to private ownership at the earliest possible date is the only solution of the country's transportation problem, in the opinion of Walker D. Hines, Director-General of the Federal Railroad Administration. Mr. Hines said as much last night to the members of the Economic Club of New York at their meeting at the Hotel Astor, and afterwards sketched his ideas of the means by which the event may be brought about and the railroads of the country best fitted to serve the nation's business.

As Director-General of the Railroads since the resignation of Mr. McAdoo and as the letter's assistant prior to that date and as chairman of the board of directors of the Atchafalaya, Topeka and Santa Fe, Mr. Hines has seen both sides of the railroad problem. He promised his speech last evening on the assumption that permanent Government control was impossible.

"To clear away such matters as can be put to one side," he said in beginning his remarks, "I start out by the statement that, after careful investigation of this matter as a member of the Railroad Administration for the last fifteen months, my conclusion is that the proper, permanent solution of the railroad question is not permanent Government control, but to turn them back to private ownership."

**Admits Previous Evils.**

Under the system of private ownership and Government and State regulation in effect before the war, Mr. Hines said, there were a number of fundamental defects in the persons who were appointed to carry out the regulations. He expressed the opinion that no group of men could be expected to carry out the form of regulation which existed at that time.

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that any solution, in my opinion, must deal fundamentally with that matter, and get rid of this wide disparity between the vast roads and the strong roads, and I catalogue that as my first of the fundamental evils of the old system.

Among the other evils Mr. Hines enumerated were the abuses of standards as to the return to be allowed on the value of the property and the value to be assigned to the property, coupled with the persistent suspicion as to the overcapitalization of the roads, particularly among railroad labor.

"So long," Mr. Hines said, "as that suspicion continues, there again it was agitation and this profound discontent with any decision that is reached on any regulating problem that arises for its disposition."

Beyond that, as closely related to it, there was the condition under the old form of regulation that if any rates were promised to give unreasonably high returns to any railroad, those returns, however high, went to the particular stockholders of that company, and neither the public nor labor had any opportunity to share in them. If there were a particularly prosperous year, with the result that in that year there was shown an unusual high level of railroad earnings, there again it was exclusively for the benefit of the private owners and in no sense for the benefit of the public.

**Elliott for Return of Roads.**

Mr. Elliott advocated the return of the roads to private operation and outlined the railway executives' plan for Federal capitalization, Government guarantee of a return on the securities and merging of the roads into regional groups, with the assent of the labor organizations to an orderly method of settling disputes without strikes and a clear definition of the boundaries of Federal and State authority. The railway executives advocate also, Mr. Elliott said, the creation of a department of transportation in the Federal Government with a secretary who shall be a member of the President's Cabinet. The rates fixed by the Director-General of Railroads, he said, should remain in effect until changed by lawful process.

Senator Cummins said that transportation was as important a function of government as the protection of the country against foreign invasion, the maintenance of order or any other function of government and that he advocated private operation of the transportation agencies only because it had been demonstrated that the Government could not operate them either economically or efficiently. He denied that the railroads were impossible to overcome were in the way of a reorganization of the railroads into eighteen or twenty groups, each of which would be financially balanced so that each had its own proportion of weak and strong organizations.

**VILLA'S TRIUMPH DENIED.**

Garrisons Did Not Turn to Bandits, Says Report.

WASHINGTON, May 8.—The Mexican Embassy to-day gave out the following statement:

The Mexican Embassy has received a telegram from the Governor of the State of Chihuahua stating that the news relative to the Federal garrison at Parral having gone over to the Villistas and of the occupation of Jimenez by the same band is untrue. The mining companies of the State of Chihuahua are working and it is also untrue that the mining companies' plants at Santa Eulalia have been closed down and its employees taken to Chihuahua City. A vigorous campaign has been started against the Villistas.

## FRANCE DELIGHTED WITH TRIPLE PACT

Marshal Foch Held Out for Adequate Military Protection.

By the Associated Press.

PARIS, May 8.—The engagement for joint action by the United States and Great Britain to assist France in case of an unprovoked attack excited greater interest and satisfaction in French official and military quarters than the treaty. It is understood to have been the culmination of conference held by Premier Clemenceau and Marshal Foch. The latter took the advanced military view for complete defensive protection and the Premier sought to reconcile this with the more moderate view held in the conference, and emphasized the difficulties attendant upon joint action by the United States and Great Britain.

The announcement of the proposed joint action by those two countries has the effect of harmonizing the views of M. Clemenceau and Marshal Foch on the adequacy of French security against Germany.

Several plans for joint military action by the United States, Great Britain and France were considered before the present proposal was adopted. The first plan was to insure joint action under the covenant of the League of Nations, which provided that the league's council will determine what military and naval action should be taken against States breaking the covenant. It was believed that the council, under this authority, could decide upon joint action by the United States, Great Britain and France as an appropriate form of defense against any resumption of warfare on the part of Germany.

This plan was abandoned for the present engagement, which is in the form of a letter to be submitted to the United States Senate and the British Parliament. It is understood that the letter would then be submitted for approval to the League of Nations Council.

These clauses to President Wilson maintain the engagement in an alliance and therefore not inconsistent with the principles of the League of Nations.

**WILSON TO SEND MESSAGE BY CABLE**

Will Not Hurry Return Because of Congress.

WASHINGTON, May 8.—As President Wilson will not be present at the opening of the special session of Congress May 19, he will cable his message to Paris and it will be read immediately after Congress convenes. This was announced to-day at the White House.

Cable advice received at the White House to-day indicated that the President would not hasten his return to Washington because of the extra session. There was no intimation as to when he expected to return to the United States, but the general belief now is that this will not be before June 1.

Not within the memory of the oldest attaché at the White House has a Congress met with the President absent from Washington, and it was said that this would be the first time that the Executive had ever sent his message to Congress by wire.

Information from the border to-day indicated that the bridge over the Conchos River, reported destroyed yesterday, probably was not the famous Conchos Bridge south of Chihuahua as had been supposed.

**STANLEY WILL BACK WILSON.**

Kentucky Governor to Go to Senate This Session.

Special Despatch to The Sun.

LEXINGTON, May 8.—President Wilson will gain a strong supporter at the special session of Congress, is the announced decision made to-night of Gov. O. A. Stanley, who is to resign the Governorship so he can take his place in the Senate May 19.

Stanley is a Democrat belonging to the wet branch of the party, or at least so he is credited, but he is a backer of Wilson in whatever question the President sees fit to advocate.

## BRITISH GUNBOATS HELP DEFEAT REDS

Patrol Cooperating With Ships Breaks Through Outpost Near Tulgas.

By the Associated Press.

ARCHANGEL, May 7 (delayed).—British gunboats were active against the Bolsheviks for the first time yesterday. They cooperated with a strong patrol which broke through an enemy outpost north of Tulgas and destroyed dugouts and an ammunition dump.

A Bolshevik attempt against the British, American and Russian positions at Malo Bereznik was repulsed. The Provisional Government of North Russia has officially recognized and declared allegiance to the Omak Government. Pending the establishment of closer connection with Omak, the Provisional Government reserves independent management of local affairs.

Special Cable Despatch to The Sun.

LONDON, May 8.—Admiral Koltchak's forces are continuing their advance in Russia against the Bolsheviks and that he has strengthened his line of communications. In the Archangel region the Allies are reported to be holding their own despite the efforts of the Bolsheviks to take advantage of the breaking up of the ice in the Dvina to renew their attacks. Reinforcements from the South of the Krasnaya-Yakovlevskaya Railway the Reds are retreating, closely pursued by the Siberians, who have captured several towns and considerable war material.

Admiral Koltchak has also captured Chistopol, on the Kama, taking steamships, guns and large supplies of ammunition.

WASHINGTON, May 8.—Urgent need of \$20,000,000 for immediate use on the Siberian situation has been recognized by the Omak Government. It has been planned by the representatives of the associated Governments in Paris to issue a loan to the Omak Government. Efforts by representatives of the State Department to obtain the needed funds before recognition has been accorded to the Government have failed, it is said, and the American representatives in Paris have been notified that recognition would have to precede the loan.

It was also learned to-day that the Russian Government has been insisting in cable dispatches to officials here that the money be forthcoming at once, as the need is imperative. The Russian Government has been insisting in cable dispatches to officials here that the money be forthcoming at once, as the need is imperative.

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Union with the clumsy craft and picked up its mooring on the first try.

Commander Towers and the others went on board the cruiser Baltimore fired out but very enthusiastic over the performance of the planes. Capt. W. T. Chivers of the Baltimore said he expected to receive word at any moment that the NC-4 was approaching Halifax. The vessel is in communication with the destroyers which were stretched along from Cape Cod to Cape Sable. He would give no reason why he expected the NC-4, except to say that he believed the only trouble was some slight difficulty with an engine.

Soon after making a landing Commander Towers saw that his planes were refilled with gasoline for the flight to-morrow. The planes were towed by motor boat to the Baltimore, which has in her hold a large quantity of gasoline. About 100 gallons of gasoline was taken aboard for the next leg of the flight which while shorter by eighty nautical miles than the stretch covered to-day, is still a flight of no mean distance. Weather conditions are much more likely, by reason of the climate, to delay or hinder the flight than was the case in to-day's trip.

To aid in the search for the missing NC-3 three destroyers left port here to-night. One will search the Maine and New Brunswick coasts for the NC-4 while two others are taking their positions in the line of flight between this city and Newfoundland. Destroyers on this stretch will be about fifty miles apart.

Commander Towers would not talk about the exploit of the NC ships to-night. He said, however, that the weather was "just about what we planned to sail to-morrow morning."

The success of wireless telephony was plainly proven by the fact that at no time during the journey were the NC-3 and NC-4 out of touch with the land stations and with the three destroyers McDermott, Kimberly and Delphy, which were stationed at sixty or seventy miles in the stretch of more than two hundred miles of ocean between the tip of Cape Cod and Cape Sable, Nova Scotia.

For this reason some uneasiness has been felt here concerning the missing NC-4 and its passengers. The radio apparatus, which was handled by Ensign H. C. Rodd, a wireless expert, is sufficiently powerful to send 300 miles in the air, but when on the water the radius of sending is cut down to from 100 to 150 miles because the trailing aerial must be kept below the surface. This may account for the silence of the NC-4, although it is not thought likely that the seaplane could have wandered 100 miles away from the coast or from the destroyers now hunting for her. One theory is that the wireless apparatus is out of order, while another is that the plane lost her bearings and sped too far out to sea after possibly repairing her injured motor.

**Engine Reported Repaired.**

Just before reaching the McDermott, first of the three destroyers, which was stationed sixty miles north of Cape Cod, the NC-4 reported by radio telephone to Commander Towers that her engine was giving trouble and that the plane might have to come down to fix it. The plane then lagged behind the other two, which were being towed by the destroyers. Later Lieut. Commander Read notified Commander Towers that the trouble had been repaired.

The performance of the two NC-boats which reached here made a deep impression, for the hopes of the British airmen are pinned on the engines of very little weight, while that of the Americans to the heavy, multi-engine seaplanes. It was not thought likely that planes could make so long a trip without experiencing trouble and being compelled to land.

The ease with which Commander Towers kept in communication with the land and with his superiors in Washington is seen by the fact that even such comparatively unimportant messages as congratulations from Acting Secretary of War Franklin D. Roosevelt, and relayed cable assurances from London that every facility of the British Admiralty would be offered to the seaplanes, were received with the ability to get last minute weather reports, warnings of sudden storms, &c., gives him a great advantage over his rivals. The ease with which he kept in communication with the cruiser Baltimore, acting as supply ship here for the expedition, long before the sharpest eyes could see them, was also a notable connection when forty miles away.

During their stay here the NC flying boats will not be brought on land, but will anchor at moonlight and be placed in the harbor near the Baltimore. It is stated that from the time they leave Rockaway until the end of the flight at Plymouth, they will remain either on water or in the air. There are no facilities for handling the great planes, whose wing spread is 125 feet. It should seem necessary to put them on land for repairs.

Cape Sable was sighted soon after 5 o'clock, and the last stretch of the journey, 125 miles, made within sight of the New Brunswick coast, was covered in an hour and forty-five minutes by the two seaplanes. A strong northwest wind was blowing here this afternoon, but this did not materially hold back the seaplanes.

The huge numbers painted on each side and on the bottom of the hull of each seaplane made it extremely easy to distinguish each seaplane from each other. The destroyers likewise are labelled conspicuously according to their order in the line of flight.

## RAIN AND FOG AGAIN HALT BRITISH FLIERS

Start May Be Made With Americans May 14.

ST. JOHN'S, N. F., May 8.—With snow, rain and fog blown in by a southeast wind, hopes of a start in their transatlantic flight were once more deferred by the British aviators Harry Hawker and Capt. Frederick P. Rayham here to-day.

No uneasiness was shown by either man when word was received of the start of the American naval fliers on the first leg of their trip, and both to-night seemed to have settled down to wait for the full moon, scheduled to make its appearance with favorable flying weather on May 14.

"We are waiting on the weather man," said Hawker, "but every day's delay for the next week will increase our chances as the days grow longer, the nights shorter and the moon grows nearer to full."

It is regarded as probable that both American and British fliers will make their start from Newfoundland on or about May 14, with weather expected to be favorable for air navigation. "Hare and tortoise race" is the popular conception of the American and British fliers row, with the odds regarded as in favor of the American effort because of the multiple motor equipment of the seaplanes.

More comprehensive weather reports by the British air ministry's meteorological service are needed here, it was declared to-night.

Mrs. Von Lingen Left Million.

Special Despatch to The Sun.

BALTIMORE, May 8.—An inventory of the personal effects of the late Alva H. Van Lingen, widow of a former German Consul, was filed to-day in the Orphans' Court, showing \$1,009,618.04. This consisted chiefly of stocks and bonds. Mrs. Von Lingen owned Liberty bonds valued as follows: First issue, \$47,900; third issue, \$4,795; fourth issue, \$10,312.60.

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Wear  
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